CLASSIFICATION [redacted]

CENTRAL INTELLIGENCE AGENCY 25X1

INTELLOFAX 17

INFORMATION REPORT

REPORT NO. [redacted]

CD NO 25X1A

COUNTRY USSR(Gorkiy Oblast)

DATE DISTR 28 Jan 1953

SUBJECT [redacted]

NO OF PAGES

PLACE ACQUIRED 25X1A [redacted]

NO OF ENCLS. 5(9 pages)

DATE OF INFO. 25X1A [redacted]

SUPPLEMENT TO REPORT NO. 25X1X

[redacted]

1. The Molotov Automobile Plant was in the southern part of Gorkiy (56°20'N/44°0'E), about 1 km from the western bank of the Oka River. West of the plant was the Sotsialisticheskiy Gorod workers' settlement, and to the northeast was the Amerikanskiy Posyolok settlement. The plant had spur tracks to the main railroad line and had a system of railroad tracks within the plant. Electric trucks were used to transport components within the workshop buildings. (1)

2. The plant was built by Americans from 1928 to 1931. It suffered some damage during the war, part of which was not repaired in May 1949. Part of the new foundry was still in ruins in April 1949. Another destroyed foundry, called Liteynaya by the Rus, was not re-equipped until the spring of 1949. This re-equipment was not completed as of May 1949. After the war, the plant was expanded and was re-equipped with modern German machines, mainly from the Horch, Audi, and DKW Plants. A workshop for the production of iron components was converted to the manufacture of Pobeda-type sedans in the autumn of 1948. The power station was being expanded and was scheduled to be completed in late 1950. According to two sources, there was an unidentified new building in the southwestern part of the plant. One of the sources stated that the workshop building was completed in rough brickwork as of May 1950.

3. The plant covered an area of about 2,000 x 1,500 meters. The plant consisted of the two old Foundries Nos 1 and 2, a new foundry, a forge, a spring department, a machine department, an Engine Department No 1, a wheel and rim department, Chassis and Engine Department No 2, a department for the construction of radiators, a car body department, a workshop for the construction of Pobeda sedans, a tool department, a woodworking department (DOTs), a laboratory, and a power station. Power was supplied by the plant-owned power station through a plant-owned transformer installation. (2)

4. The wartime production of the plant included aircraft engines, torpedoes, bombs, and component parts for ships. From the end of World War II until early 1949, the plant produced the following types of vehicles:

GAZ-51 with stationary body. According to one source, this model was also produced with a dump-truck body. One source stated that, since mid-1945,

CLASSIFICATION CONFIDENTIAL

STATE	X	NAVY	X	NSRB	DISTRIBUTION
ARMY	X	AIR	X	FBI	

the GAZ-51 model has been equipped with wood gas generators imported from Germany.

GAZ-53, a 3-ton truck with a 6-cylinder engine and single wheels in the rear. It was also produced as dump truck.

GAZ-61, a 4-ton truck with a 6-cylinder engine, three axles, and dual wheels.

GAZ-63, which, according to one source, had been newly designed in 1947.

GAZ-AA, a 1.5-ton truck with a 4-cylinder engine, and dual wheels in the rear. Some of these trucks had stationary bodies and some were dump trucks. The production of this model was said to have been shifted to Ulyanovsk (54°20'N/48°24'E). The transfer of machinery was observed in May 1949.

GAZ-AA, Ambulance. This was the GAZ-AA model truck with a light metal body which could hold four stretchers.

Pobeda-type sedan. According to one source, the mass-production of this model did not start until the summer of 1948.

SIM-type sedan. Test cars were being manufactured in early 1949.

A Jeep-like model with four seats and a 6-cylinder engine. According to two sources, this model was called Pigmey (pygmy).

The production of automobile components, such as front axles for sedans and trucks and engines for other plants, was also observed. Prime movers equipped with the same engine as the GAZ-AA model were produced for plant requirements. Source had no information concerning the production of tank components. (3)

5. According to most of the sources, the plant produced the following number of vehicles in late 1948 and early 1949:

GAZ-51 model, 150 units daily. The production was accelerated after February 1949.

GAZ-53. Production figures were not known.

GAZ-61 model. Production figures were not known.

GAZ-63 model, 50 units daily. The production was accelerated after February 1949.

GAZ-AA model, 200 units daily.

Pobeda sedan, 20 units daily.

Sim sedan, 3 units had been manufactured as of May 1949.

Jeeps, 40 units daily. (4)

6. Incoming shipments of raw materials and component parts included pig iron, iron sections, plates and sheets, brass, copper, lead, tin, electrical equipment, rubber tires from Yaroslavl (57°35'N/39°50'E), glass from Gorkiy, plexiglass from Dzerzhinsk (56°15'N/43°28'E), and ball bearings.

25X1A

[redacted]

7. According to two sources, the technical manager of the plant was a German emigrant. Most sources stated that the plant had from 60,000 to 70,000 employees in 1948. In most departments work was done in three 8-hour shifts, but in some departments only two shifts were worked. The plant area was surrounded by a wooden fence, 2.5 meters high, and by watch towers. It was guarded by armed plant police.

25X1A [redacted] Comments.

(1) For location sketch of the plant, see Annex 1, based on a town plan of Gorkiy.

(2) For layout sketch of the plant, see Annex 2, based on information from [redacted] and on an aerial photograph. According to a press report of Trud, dated 5 January 1949, an assembly shop for the construction of Pobeda sedans was put into operation on 5 January 1949. This shop was equipped with a main conveyor belt and 11 other conveyor belts totaling 620 meters. According to other records, it is known that the wartime production of the plant included aircraft engines, produced in Engine Department No 1, and tanks, produced in the car body department. For sketch of the newly equipped workshop for the construction of Pobeda sedans, see Annex 3. The sketch was made by a P who worked on the installation of the revolving conveyor belt. For sketch of the chassis and truck assembly department and of the Engine Department No 2, see Annex 4. This sketch is based on information from two P's who were employed in this workshop building. For sketch of the boring department, see Annex 5, based on information from a source who was employed in this department.

(3) It is known from a catalogue of the Soviet Trade Company Tekhnoexport that the GAZ-51 model is a two-axle 2.5-ton truck equipped with a 6-cylinder, 70-HP engine. As stated in the March 1950 issue of the monthly publication Avtomobil', some of the trucks were built as camp trucks and some were powered by gas generators. According to the daily paper, Vecherniaya Moskva, of 17 December 1950, the production of the GAZ-51 model started after the war. According to the daily paper, Krasnaya Armiya, of 31 December 1946 the plant produced 1,000 units by 31 December 1946; and, according to a report of the Moscow Tass Bureau, of 1 December 1947, 10,000 units were produced by 1 December 1947. According to a press report in Pravda, of 22 March 1948, the production of the plant was scheduled to be more than tripled in 1948, which would mean a 1948 schedule of 27,000 units. According to a catalogue of the Soviet Trade Company Tekhnopromimport, the GAZ-63 model is a two-axle 2-ton truck with single wheels, equipped with a 6-cylinder, 70-HP engine. A press report in the Krasnaya Armiya, of 31 December 1946, stated that the production of the GAZ-11 model was scheduled to be transferred to the automobile plant in Ulyanovsk (54°20'N/48°24'E). The Avtomobilnaya Promyshlennost' of April 1949 states that the Pobeda sedan is a 4-cylinder five-passenger car with an average technical speed (sic) of 46 km-h, a maximum speed of 105 km-h, and a fuel consumption of 11 liters per 100 km. According to the Krasnaya Armiya, of 31 December 1946, the production of the M-20 Pobeda sedan started in early 1947. A press report of the Pravda edition of 7 February 1949 stated that the production of the Pobeda sedan in January 1949 was 1.5 times the production of December 1947. The monthly Avtomobilnaya Promyshlennost' reported in May 1949 that a test run with an improved Pobeda sedan model was made in November or December 1948. According to a report of the Pravda of 7 February 1949, the 1949 schedule called for a production increase of 25% to 30% per cent over the 1948 production. The monthly publication Otonyek stated in November 1950 that the GAZ-type sedan is a 6-cylinder six passenger car with a maximum speed of 125 km-h and a fuel consumption of about 18 liters per 100 km. According to the periodical Neues Deutschland of 22 November 1950, mass production of this model started in November 1950. The Pravda edition of 19 January 1952 reported that the 1951 production of GAZ cars is scheduled to be trebled in 1952. According to Pravda of 16 July 1948 and Trud

of 23 June 1949 the plant also produced engines for combines. According to a press report of Trud of 11 January 1950 the plant started to produce busses in early 1950. The monthly Avtomobilnaya i Traktornaya Promyshlennost reported in November 1950 that these busses had the same chassis as the GAZ-51 model. According to a report of Pravda of 15 January 1952, mass production of bicycles was started in 1951.

(4) According to available records the total production of the plant is estimated to be as follows:

1946 - About 36,000 units. On 25 September 1946 Radio Moscow reported a daily production of 120 units.

1947 - 90,000 units were scheduled, according to a report of Krasnaya Armiya of 31 December 1946.

1948 - About 150,000 units. According to a report of Pravda of 6 February 1948, the January 1948 production was 41.5 percent higher than the January 1947 production.

1950 - 300,000 units were scheduled, according to a report of Krasnaya Armiya of 31 December 1946.

The total production of sedans, Pobeda sedans, and jeeps is estimated to be as follows:

1947 - About 1,000 units. According to Soviet Armiya of 27 February 1948, the thousandth Pobeda car left the assembly line on 27 February 1948.

1948 - About 10,000 units. According to Pravda of 22 March 1948, the 1948 production was scheduled to be ten times the 1947 production.

1949 - About 20,000 units. According to Pravda of 7 February 1949, the 1949 production was scheduled to be 2.5 to 3 times the 1948 production.

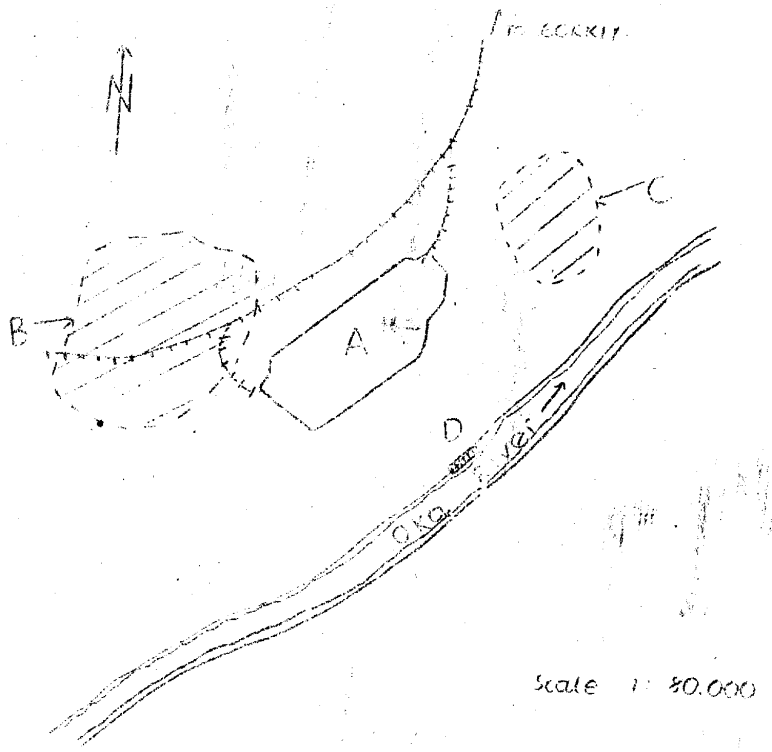
1950 - About 40,000 units. According to a Moscow report of the ADN (Allgemeiner Deutscher Nachrichtendienst) (General German Information Service) of 4 May 1950, the production in the first quarter of 1950 was 96 percent higher than the production in the first quarter of 1949.

The reported production of 60 Pobeda sedans and 40 jeeps daily in 1948 appears to be very high.

CONFIDENTIAL

25X1A

Location Sketch of the Molotov Plant in Gorkiy



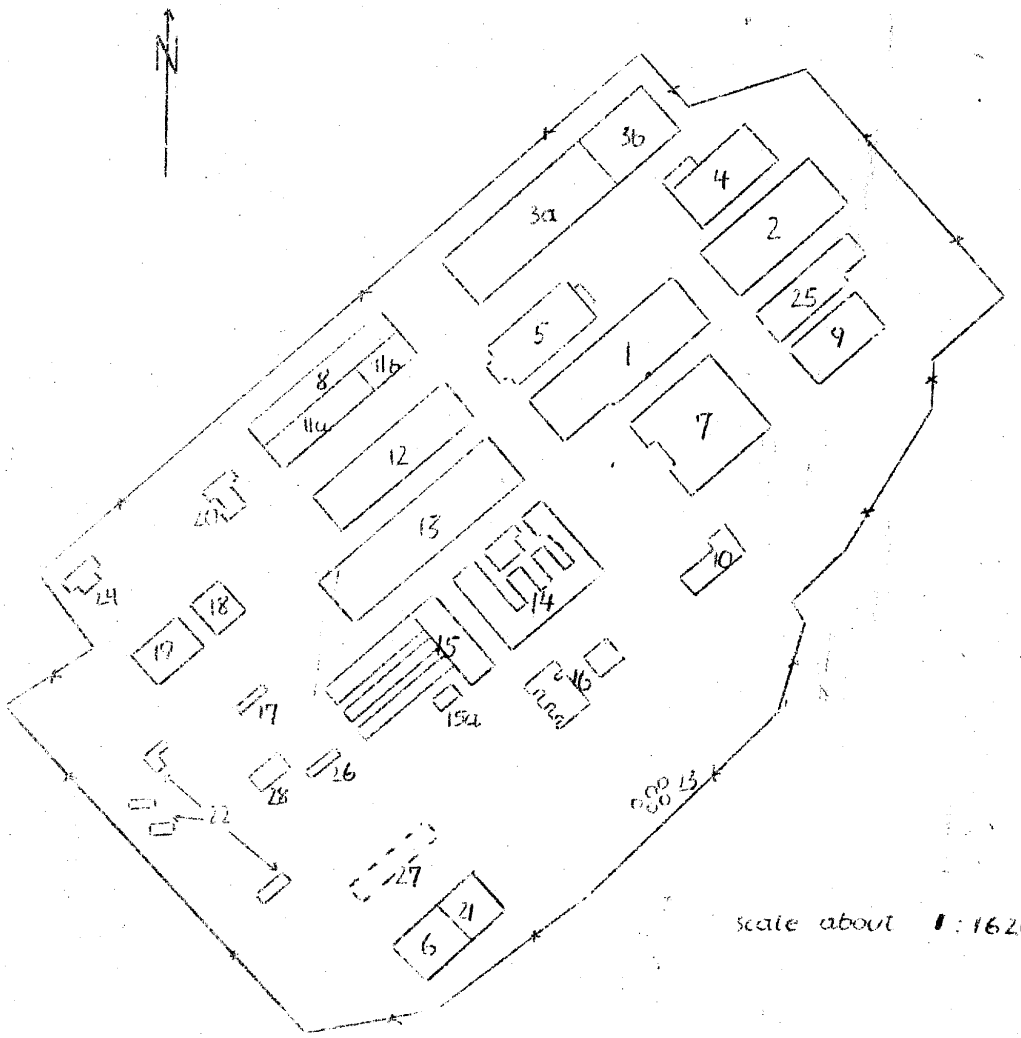
Legend:

A. Molotov Plant.
B. Sotsialisticheskiy Gorod workers' settlement.
C. Amerikanskiy Posyolok settlement.
D. River harbor of the plant.

25X1A

Layout Sketch of the Molotov Automobile Plant in Gorkiy

Legend: See next page.



to end:

1. Engine Department No 1, equipped with milling machines, grinding machines, drilling machines and engine test stands. Cylinders and pistons were produced, and 4- and 6-cylinder engines were assembled and tested in this department. According to one source, there were 50 engine test stands.

2. Department for the construction of radiators, equipped with lathes, punches, presses, shears, baths for nickel-plating and for tin plating, and welding and soldering equipment.

3a. Car body department, called Ishao Tsekh by one source who was employed there. The department was equipped with presses, punches, and electric welding equipment. Sedan bodies and truck cabs were produced in this department. According to one source, there was also a depot for electrical equipment in this workshop.

3b. Old Pobeda workshop, equipped with old American-made machinery. Pobeda car chassis were manufactured and Pobeda cars were assembled in this shop.

4. New Pobeda workshop, with very modern equipment, including a revolving conveyor belt with 12 platforms mounted at regular intervals. Engines, wheels, and other components were fitted into the suspended car bodies from below. Later, the cars were moved to another conveyor belt for the installation of the electrical equipment. There was a filling station on each side of the conveyor belt at the end of the assembly line, for fueling the completed cars. Technical designing offices were housed in the same building.

5. Wheel and rim department, called Kolvesny Tsekh (kolesо means wheel), equipped with lathes, presses, punches, annealing furnaces, electric welding equipment, and spray-painting installations. Rims and wheels were produced here.

6. Machine shop. According to one source, this was an electric grinding shop and hardening shop used for grinding cylinders and hardening cogwheels.

7. New foundry equipped with several smelting and hardening furnaces, some of which were electrically operated. According to one source, car axles were cast in this foundry. Another source stated that engine blocks were cast here.

8. Laboratory equipped with physical equipment (sic) for testing engine parts.

9. Foundry, called Liteyny, according to one source. It was being equipped in early 1949 but was not completed as of May 1949.

10. DOTs woodworking department, equipped with woodworking machines, drying chambers, and spray-painting installations. Superstructures, truck cabs, doors and planks for truck bodies were manufactured in this department.

11. a. Forge with a steam hammer mill, used in the production of various motor vehicle components.

b. Tool shop for the manufacture of tools, measuring instruments, and slide valves.

12. Frame department, called Rammy Tsekh according to one source, equipped with lathes, drilling machines, presses, punches, and electric welding equipment, used for the production of frames for GAZ-AA, GAZ-51, GAZ-53, and GAZ-63 trucks and for jeeps.

13. Chassis, engine, and assembly department.

14. Old Foundries Nos 1 and 2, equipped with about 10 electric furnaces. The castings produced in these foundries included engine blocks and casings for differentials and gears.

15. Forge.
a. Spring department, equipped with hardening furnaces, presses, oil bath, spraying installations, and two conveyor belts.

16. Power station. Admittance was generally prohibited to P.W. However, three of them were employed there. The power station was being expanded in May 1949. Three turbines were in operation in May 1949. The largest allegedly had a capacity of 50,000 kw or, according to another source, 24,000 kw. The other two turbines had a capacity of 27,000 kw each or, according to another source, 12,000 kw each. An additional turbine was scheduled to be installed in a western annex. After its completion the total installed capacity of the power station was scheduled to reach 120,000 kw. In addition to the turbine house the power station included a boiler house, equipped with one old and two new boilers; a coal bunker; an inclined elevator and transformer installations. Power was allegedly also supplied to consumers outside the plant.

17. Main warehouse for ball bearings and all accessories for motor vehicles including tools, jacks, and air pumps. Glass and tires were also stored here.

18. Forge, equipped with pneumatic and steam hammers, used in processing axles and shafts.

19. Machine shop.

20. Administration building.

21. Machine shop, equipped with universal lathes, shaping machines, and drilling machines. The shop was not in operation as of May 1949. According to one source it was separated by a wall from a department for the assembly of car bodies which was equipped with straightening and drilling machines, shears, presses, and automatic screw-cutting lathes.

22. Warehouses.

23. Oil depot consisting of 5 bunkers surrounded by earth walls. A pipe line led from these bunkers to the Oka river harbor. The pipe line was used only during the summer.

24. Garage.

25. Engine department. Its equipment included milling and grinding machines of all sizes. Engines for trucks and for sedans were produced here.

26. Workshop building. According to one source, this was a hardening shop for motor vehicle components.

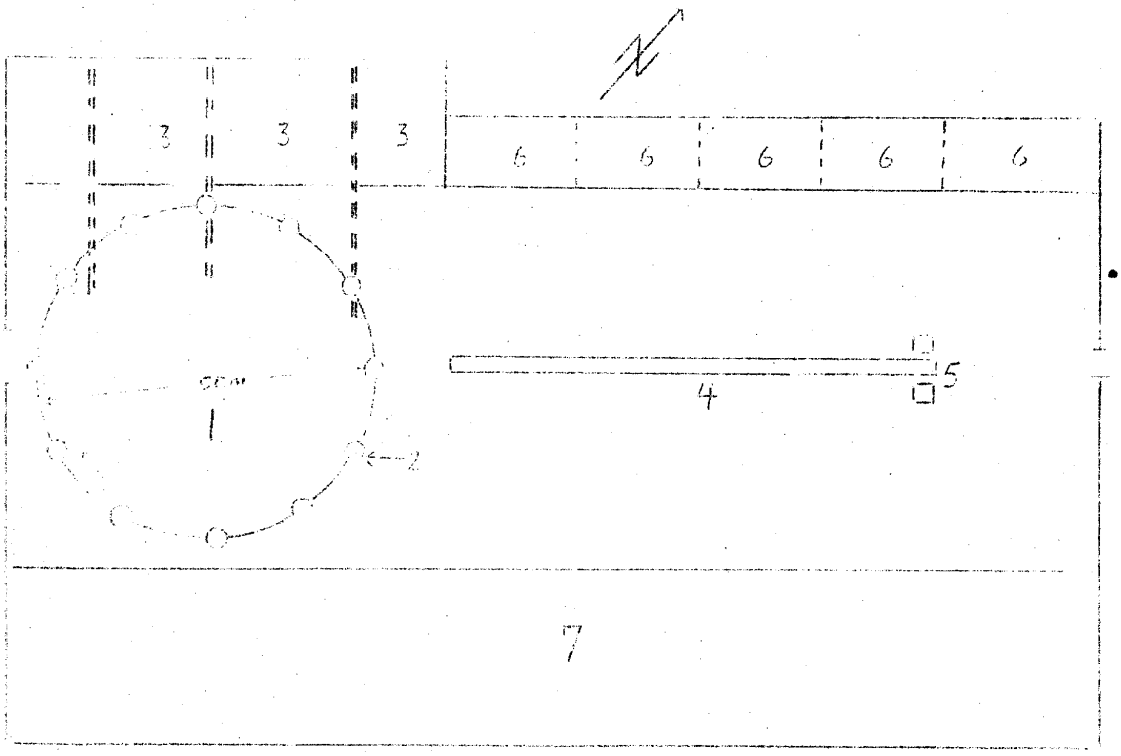
27. Unidentified new building. In May 1949, it was completed in rough brickwork.

28. Urgaz Construction Firm, working exclusively for the plant. Next to this firm was a concrete factory which supplied the construction projects.

25X1A

Annex 3

Layout Sketch of the Workshop for the Assembly of Pobeda Passenger Cars of the Molotov Plant in Gorkiy



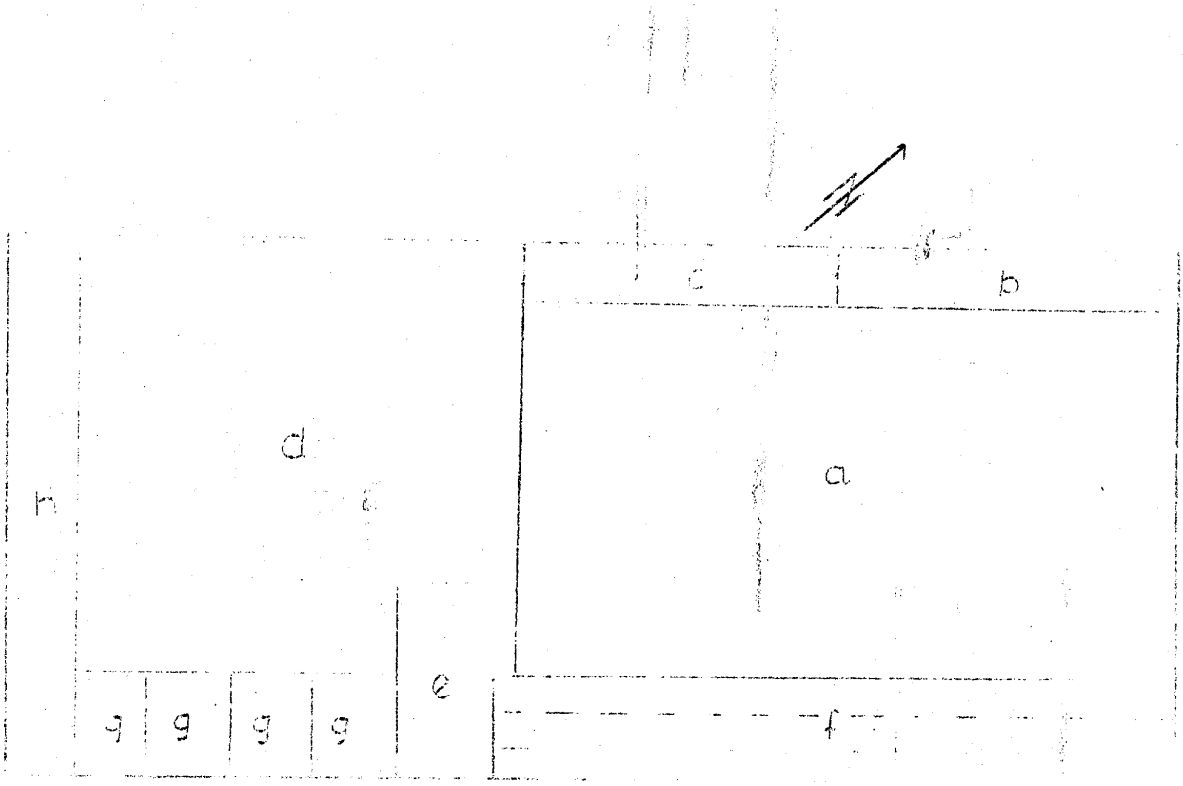
Legend:

1. Circular conveyor belt with a diameter of about 50 meters. not to scale
2. Twelve circular platforms, with a diameter of about 3 meters each. On each platform were two supports to hold the car bodies during the installation of components.
3. Three traveling cranes used to carry the engines and wheels to the platforms.
4. Conveyor belt used in the assembly of the electrical equipment, about 80 meters long.
5. Two filling stations.
6. Office rooms, including the technical designing office.
7. Drafting rooms and motor vehicle museum.

25X1A

Annex 4

Layout Sketch of the Department for Chassis Construction and Truck Assembly and of Engine Department No 2 of the Molotov Automobile Plant in Gorkiy



Legend: See next page.

Legend:

a. Chassis workshop, equipped with lathes, automatic machines, presses, grinding machines, drilling, and milling machines. The production of this workshop included differentials, universal shafts for GAZ 51 trucks, differential casings, and axles. One source indicated a daily production of 260 to 280 rear axles, part of which were supplied to subsidiary plants.

b. Chrome-plating shop.

c. Storage place for component parts.

d. Engine Department No 2, equipped with lathes, grinding benches, presses, and hardening furnaces, used in processing engine components and for the final assembly of engines on the conveyor belt.

e. Workshop for installing engines and generators in the automobiles.

f. Workshop for the final assembly of trucks, equipped with two conveyor belts. The workshop was under military guard. The frames came on the conveyor belt from Workshop No 12. The rear and front axles with wheels and, the assembled differential and rear casings were installed. The superstructures were carried by electrically operated traveling cranes from the upper floors of the building to this shop. The car bodies and engines came from Workshops No 10 and No 1. After the transfer of the production of the GAZ-AA model, jeeps were also assembled in this shop.

g. Four workshops for the manufacture of small chassis components, equipped with lathes, planing machines and grinding machines.

h. Offices and drafting rooms.

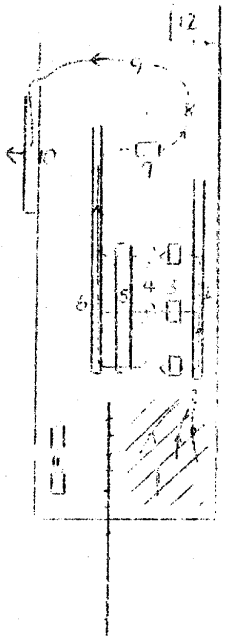
25X1A

Annex

Layout Sketch of the Spring Department of the Molotov Plant in Gorkiy

Legend:

1. Section for cutting and boring spring leaves.
2. Conveyor belt used to move components.
3. Hardening furnaces.
4. Presses.
5. Oil bath.
6. Conveyor belt.
7. Hardening furnace.
8. Spring assembly section.
9. Spray painting installation.
10. Loading point.
11. Hardening furnaces for bumpers.
12. Grinding shop for fenders.



not to scale